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Two big F.B.I. probes — of F.B.I.

WASHINGTON — (AP) — Two of the most intensive investigations conducted by the Federal Bureau of Investigation in recent years of the ongoing John F. Kennedy assassination case have been of the F.B.I.

One concerned the F.B.I. destruction of a note left with the bureau by an angry Lee Harvey Oswald shortly before the slaying of the President in Dallas on November 22, 1963.

The other involved the authenticity of an F.B.I. teletype to all bureaus five days before the slaying saying that "militant revolutionary groups may attempt to assassinate President Kennedy on his proposed trip to Dallas, Texas."

The extent of the consternation these two matters caused in the image-conscious bureau came to light yesterday when the F.B.I. released the second half of its files on Kennedy's death. Both matters had been the subject of a congressional hearing in 1975.

Nothing in the files shakes the conclusion of both the F.B.I. and the Warren Commission that Oswald, unaided, killed the President.

Other items contained in the files include:

— In early 1964, the F.B.I. considered using the assassination as part of its fight against communism by distributing posters to Communist Party members depicting Oswald as a Marxist.

— Chief Justice Earl Warren, the chairman of the commission, and Senator Richard B. Russell, Georgia Democrat who was also a member, considered quitting the commission.

Warren reportedly was considering quitting the panel if the F.B.I. made public an interim report of its findings instead of waiting for its conclusions.

Russell, the F.B.I. said, was weighing resigning because he thought the commission's work was haphazard and its staff lawyers were "extreme liberals."

— Gerald R. Ford, then a representative and later President, was suspected for a time of leaking commission information.

The files reported that Mr. Ford had been investigated for several leaks but concluded that "this allegation is completely erroneous."

Angry note to Seattle

WASHINGTON — (AP) — Federal Bureau of Investigation agents in Seattle were among those who learned the late J. Edgar Hoover would not tolerate misspellings and bad grammar.

Files released by the F.B.I. on the John F. Kennedy assassination show Hoover wrote the Seattle office:

"The letterhead memorandum has numerous errors which include the following: misspellings, poor grammar, improper or lack of punctuation, lack of dates, failure to attribute information reported to appropriate sources, opinions and ambiguous statements which do not adhere to bureau standards of reporting.

"The bureau has no intention of pointing out individual errors. However, a thorough review of this communication will readily reveal these points."

Hoover demanded that the communication be rewritten.

The note Oswald left at Dallas F.B.I. headquarters was for a special agent, James P. Hosty, who had twice questioned Oswald's Russian-born wife as to his whereabouts. Hosty was out of the office. A secretary saw the message because the envelope was open and said Oswald had told Hosty to leave his wife alone or he would blow up the F.B.I. bureau.

Two hours after Oswald was mortally wounded by Jack Ruby, Hosty said, he was ordered to destroy the note by Gordon Shanklin, head of the Dallas F.B.I. office. He said he flushed it down a toilet.

But a report that the note had been destroyed did not reach Director Clarence Kelley until July, 1975, when the bureau was tipped by a Dallas publisher.

The other disputed communication was vouched for by William S. Walter, a former F.B.I. teletype operator, who met a Warren Commission critic, Mark Lane, in 1967 and said shortly thereafter that he had received the message from Washington in mid-November, 1963, alerting bureaus of a possible attempt on Kennedy's life.

The F.B.I. determined the language of the message was not in F.B.I. jargon prevailing at the time; that no record existed in Washington of such a message; that no teletype operators in Washington recalled sending it; that none of Walter's co-workers recalled him talking about the message, and that no other F.B.I. bureaus recalled receiving such a communication.

Bus holdup no joke at Disneyland

ANAHEIM, Calif. — (AP) — Passengers on a Disneyland-airport bus thought it was just a joke when two men in ski masks hopped aboard and said it was a holdup.

But the two gunmen — one toting a shotgun — weren't kidding.

"I thought it was a joke, but just in case it wasn't I hid my diamond," said 83-year-old May Linden of Reston, Va., after the incident yesterday.

Police said they were "somewhat stymied" in the search for the holdup pair, who escaped with $5,000 in cash and jewelry from the 11 passengers and the bus driver.

"I was scared to death," said Jim Sturdy, the driver who was ordered to take the bus onto a side road.

One of the gunmen ordered Sturdy and the passengers to kneel in the back of the bus with their hands clasped in front of them and stay there for five minutes.

The gunmen then disappeared into the citrus grove.

The holdup was least traumatic for Lennie Cagno of Valley Stream, N.Y., who had his wallet stolen the day before. All he lost to the hijackers was his watch, a $5 bill and a blank check.

Ray drags feet, says Chapman

BELLINGHAM — (AP) — "Serious, possibly critical problems" of the state are being sidestepped because Gov. Dixy Lee Ray refuses to call a special legislative session, Secretary of State Bruce Chapman said yesterday.

A "false calm" about state affairs exists in Olympia, Chapman said.

"We have a situation where serious, possibly critical, problems are being put off" by not calling a special session, he said.

"Maybe (the problems) can hold off until next January. But we'll be facing a legislative marathon next year that will be unprecedented."

Chapman, a Republican, said the state's prisons were overcrowded, and the state was ill-equipped to deal with crises.

Public education, he said, "is in a debilitating situation economically."

Asked if he was considering running for governor, Chapman replied: "I'm thinking about all kinds of things in the future, but nothing specific."

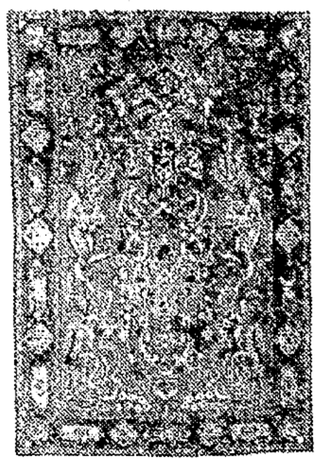
Wien Air Alaska proposes discount fares

FAIRBANKS — (AP) — Wien Air Alaska has asked the Civil Aeronautics Board to approve proposed weekend discount fares on all of the line's Boeing 737 routes.

The company said the proposed rates could result in savings of up to 50 per cent on some routes.

Wien said that if the proposal receives a go-ahead from the C.A.B. the new weekend fares will be effective from February 2 through May 15 and from September 15 through May 15, 1979.

In all but four instances, the discount fares will be offered for trips which begin after midnight on a Friday and are completed with a return by midnight the following Sunday.



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A complete shipment of genuine handwoven Persian and other Oriental Rugs has been ordered for the stores for Christmas sales. Due to the dock strike the goods did not arrive on time, and those financially responsible for the unpaid shipment have instructed their U.S. representatives to auction the entire shipment.
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Included in small and large sizes are strictly the finest grades of KERMAN, BOKHARA, ESFEHAN, TABRIZ, BELOUCHESTAN, NATURAL SILK QUME, CHINESE, HUNTING SCENE CARPET, KESHAN, NAIN, ROMANIAN, PRAYER RUG, ARDEBIL, INDO-SAVONNERIE, RUNNERS, and many others in all sizes.
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SECOND SESSION ENROLLMENT DEADLINE IS WED., FEB. 8
CALL 464-2345 FOR MORE INFORMATION

Watch for one big improvement after another in 1978.

This month you'll start seeing some of the most noticeable changes in Metro Transit's five-year history. They are aimed at making bus service in King County even better.

The changes include making signs on buses easier to read and understand, providing more information at bus stops, completely rebuilding and expanding Metro's trolley system, and reshaping service in West Seattle to make it easier to get to places like the Junction and White Center and to provide faster connections to downtown Seattle.

While the changes go into effect, there's bound to be some confusion and temporary inconvenience, despite an all-out effort to inform everyone about them. So please bear with us during the transition.

"New Look" for signs and new numbers for some routes.

Work will begin next week to convert to a "New Look" route identification system on the front of buses. The program, which will take several months to complete, is a result of many requests from riders—and would-be riders—to make bus signs more informative and easier to read.

Since most riders refer to bus routes by number rather than name, there'll be no more route names—only numbers. Signs on buses will show the *route number* and *destination*, plus any special routing information needed, such as "EXPRESS" or "Via Third Avenue." Here's how the new bus signs will look:

Example to Downtown Seattle

Example from Downtown Seattle

Some routes (16 in all) will have all-new numbers—different from those they have now.

Buses will use the same number in both directions along the route, instead of using a different number when going toward town than when going away from town, as many do now. There'll be only one number per route (no more four No. 7's for example). And only the word "EXPRESS" will be used to indicate fast, limited-stop service. The words "Flyer" and "Blue Streak" will be dropped.

To help make the changeover easier, "New Look" Conversion-Chart brochures are now available on the buses and in timetable racks. Be sure to pick one up, and if you have any questions, call Metro Information at 447-4800 anytime.

New bus-stop signs, coordinated with the revised route-numbering system, are now going up all over King County. By the end of 1978, many of them also will provide schedule information. When the "New Look" program is completed, signs on the street, and information in timetables and route maps will all be consistent and easier to understand, making it easier for everyone to use Metro Transit.

More and better trolley service.

On January 21, Metro will begin a year-long renovation and expansion of its trolley system. When completed in early 1979, Seattle will have one of the most modern trolley systems in the nation—with a trolley fleet twice the size it is now.

Meanwhile, during 1978, the entire trolley system will be shut down and motor buses will temporarily take the place of trolleys.

Overhead trolley wiring will be replaced and new power substations will be installed to make ready for 109 new AM General trolleys, which will replace the worn-out trolleys that have been in service since 1940.

As part of the renovation, some existing trolley routes will be modified to operate on different streets than they used to, and new routes will be created to expand trolley service into areas that currently do not have it. For complete details and maps of route changes, pick up a "Trolley Service" brochure on the buses or in timetable racks. And anytime you have questions about the change in routing or service, call 447-4800.

New idea in bus service begins in West Seattle.

Also on January 21, Metro will inaugurate a new transit concept in West Seattle designed to bring west-side residents better bus service within their own community, and faster service to downtown Seattle.

The concept consists of: (1) having *local* buses operate frequently between places people want to go *within* a community. (2) having *express* buses carry people swiftly to work and activity centers like downtown Seattle, and (3) having a single *connecting point* where people on local buses can quickly connect with a downtown express.

West Seattle's connection will be the West Seattle Junction, where new all-weather shelters have been installed. Here, connections with express buses will be as frequent as *every two minutes*.

This service improvement affects *all* existing West Seattle bus routes and includes the addition of a new route, which will provide direct service between Gatewood and White Center. Special brochures explaining all details of this new service can be found on buses and in timetable racks. Please pick one up and look it over so you'll be familiar with the new system when it begins.

Metro is working.

Since Metro was created by King County voters in 1973, ridership has increased by over 37%—and that's during a time when the transit industry's national average consistently shows *losses* in ridership and farebox revenues.

Now Metro serves more than 150,000 riders a day—that's about equal to the population of Tacoma. And that means every day there are thousands fewer cars (and polluting exhaust pipes) on the freeway, on city streets and in parking lots. It also works out to a savings of about 100,000 gallons of gas *every day*—enough to keep the average motorist going for over *100 years!*

Whether you ride the bus or not, you benefit from having a good transit system. And this year it's going to be even better.

In addition to the improvement programs that start this month, 1978 will bring 105 new articulated (bend-in-the-middle) buses that carry more people per trip, 5 more Park & Ride lots, 10 buses specially equipped for handicapped people, and a new South-end base for drivers and buses to increase efficiency of transit operations.

As you can see, there'll be a lot going on in 1978.

Metro is working for you.

Where you see Metro work in progress, look for a life-size cut-out like this. It's a sign of improvement.

METRO
Take me, I'm yours.

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